



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **September 26, 2017**

#### **INDOT commissioner: Local projects are top-of-mind**

The Herald  
Candy Neal  
9/25/17

Parts of U.S. 231 in Dubois County will be paved over the next five years, McGuinness said. A portion of the state highway in Jasper will be done in 2019, after the city replaces a waterline along the road from Bartley to 30th streets. "The city is working on a waterline project along 231," McGuinness said. "We want to go in and work on the road after that is done. We don't want to do that before the city can get its work done. That wouldn't make sense." The section of U.S. 231 in Huntingburg is also scheduled for paving in 2019. All of this U.S. 231 work is included in the state's five-year road work plan called Next Level Indiana. "We have about another \$700 million, plus dollars of projects that are in development statewide," McGuinness said. The cities, county and state are staying in contact to make sure plans stay on schedule. McGuinness hopes residents will be patient. "We're continuing to navigate our way through that," McGuinness said. "We're having conversations about what this is going to look like over the next 5, 7 years." Another project McGuinness has been discussing in the area is the proposed Midstate Corridor. The proposed bypass road would be a four-lane, limited-access highway that would run north from Owensboro, Kentucky, go around Huntingburg and Jasper and continue north to connect to I-69. That corridor would ease traffic on U.S. 231 between I-64 and I-69 through Dubois, Martin and Spencer counties, proponents have said. The 22-member Midstate Corridor group includes representatives from local municipalities whose goal is to get the road built.

<https://duboiscountyherald.com/b/indot-commissioner-us-231-midstate-corridor-are-top-of-mind>

#### **EXCLUSIVE: \$80M Sherman Minton Bridge project to extend life up to 50 years**

Daily News  
Elizabeth Beilman  
9/23/17

NEW ALBANY — Indiana officials are planning an estimated \$80 million rehabilitation and painting project for the Sherman Minton Bridge corridor that will extend its life up to 50 years. The cost-sharing project with the state of Kentucky is fully funded, so tolling drivers as a method to pay for it isn't being considered, Indiana Department of Transportation officials say. But they do anticipate the entire Sherman Minton will shut down, likely for a period of several months, during a portion of construction. That work won't begin until early 2021, with construction bids awarded in the fall of 2020. Officials have "no idea" how long the work will take, as the project hasn't yet been designed. A bi-state agreement with Kentucky will likely result in INDOT fronting the entire cost of the work, with Kentucky reimbursing Indiana for about 60 percent of that cost, as the project is currently envisioned. Officials expect federal highway funds will end up covering as much as 90 percent of the work. Kentucky Transportation Cabinet spokesman Keith Buckhout

confirmed the state's participation in the project. "Because of the amount of work that's necessary on the Kentucky approach, which is much more significant than the Indiana approach, their cost ends up actually at the end of the day being higher than INDOT's for construction because of the sheer size of that approach bridge," said Kate Francis, INDOT's bridge data systems manager/border bridge program manager.

[http://www.greensburgdailynews.com/indiana/news/exclusive-m-sherman-minton-bridge-project-to-extend-life-up/article\\_c059bc00-b854-5751-9f07-c7667fc518b3.html](http://www.greensburgdailynews.com/indiana/news/exclusive-m-sherman-minton-bridge-project-to-extend-life-up/article_c059bc00-b854-5751-9f07-c7667fc518b3.html)

### **Sick of road work yet? Plenty more coming next year**

Palladium-Item

Jason Truitt

9/21/17

RICHMOND, Ind. — At times this summer, it might have been easier to name the Wayne County roads that aren't being worked on than those that are. Next summer, expect more of the same. A few of the projects started this year will carry over into 2018 such as the U.S. 27 and U.S. 40 work in downtown Richmond, the widening of Gaar Jackson Road and the replacement of the bridges that carry Interstate 70 traffic over New Paris Pike. There's also one project that was scheduled for this year that had to be put off until next because of problems with the bidding process. That would be the Stellar Streets project that will include improvements to North Seventh Street from East Main to the Historic Depot District; East Main from First to Seventh streets; and North and South 10th streets between the 10th Street Park and the former Pennsylvania Railroad Depot. Now, we can add to that list another \$2.6 million in work courtesy of the Indiana Department of Transportation's Community Crossings program. INDOT announced this week that more than \$1.3 million in grant money will be given to Wayne County (\$500,000), the city of Richmond (\$548,459) and the town of Hagerstown (\$269,925). Each community must match that money as part of the program. <http://www.palladium-item.com/story/news/local/2017/09/21/sick-road-work-yet-plenty-more-coming-next-year/684241001/>

### **\$2.31 million coming to upgrade roads and bridges here**

The Herald-Tribune

9/21/17

The Next Level Roads: Community Crossings Initiative will provide 396 Indiana cities, towns and counties with a combined \$150 million in state-matching funds for local road projects, Gov. Eric Holcomb and INDOT Commissioner Joe McGuinness announced Sept. 20. In the Seymour District, five in Ripley County will receive grants in these amounts: Ripley County, \$833,700; Osgood, \$670,000; Milan, \$235,500; Versailles, \$181,754; and Holton, \$176,657. Just one Franklin County entity will be given funding: Brookville, \$210,000. The total for the two counties is \$2.31 million. The city of Batesville applied for \$835,500, but did not receive any money this year. Mayor Mike Bettice said, "We're disappointed, but we were fortunate last year and got \$1 million for roads .... I reached out to them this morning to understand what was different this year, but they have not returned my call." The largest awards in the district are going to Switzerland County, \$869,850; Dearborn County, \$840,967; Salem, \$786,000; Floyd County, \$777,217; North Vernon, \$753,839; Jennings County, \$731,636; Decatur County, \$730,569; Austin, \$723,859; Seymour, \$706,732; and Greensburg, \$701,715. The full list of communities receiving matching funds was released following the first in a series of presentations being held around the state with local, state and business officials to highlight award-winning grant applications. It can be viewed online at [in.gov/indot/communitycrossings](http://in.gov/indot/communitycrossings). "Superior local roads are a key factor in maintaining Indiana's reputation as the Crossroads of America," Holcomb said. "I am encouraged that a record number of communities applied for and received funds this year, and I'm grateful to lawmakers for increasing the funding to sustain the Community Crossings Initiative." In just its second year, the initiative has awarded nearly \$300 million in state matching funds to local

governments for road construction projects. This year, 467 communities applied for funds – a 48 percent increase from 2016 – making this year truly competitive.

[http://www.batesvilleheraldtribune.com/news/local\\_news/million-coming-to-upgrade-roads-and-bridges-here/article\\_fb1e8d36-6632-5b6b-b146-2916a35581d1.html](http://www.batesvilleheraldtribune.com/news/local_news/million-coming-to-upgrade-roads-and-bridges-here/article_fb1e8d36-6632-5b6b-b146-2916a35581d1.html)

### **INDOT Discusses Timeline For 'North Split' Overhaul**

Inside INdiana Business

Dan McGowan

9/20/17

INDIANAPOLIS - One of the busiest interchanges in the state is going to be rebuilt. The Indiana Department of Transportation has announced the overhaul of the I-65/I-70 North Split in Indianapolis will include rehabilitation or widening of 32 bridges, adding new bridges and making room for future through-lane capacity on both interstates. The interchange handles some 170,000 cars per day. It was built 50 years ago and INDOT says its "useful life" is nearing the end. Commissioner Joe McGuinness says "the infrastructure is inadequate for today's traffic needs. Our goal is to develop a project that replaces aging infrastructure, improves traffic flow and safety, and better meets the needs of motorists and neighborhoods in the corridor." On and off-ramps along 11th and 12th Streets in the city's downtown will also be reconfigured to help with traffic congestion. Environmental assessments are underway and INDOT says a public outreach campaign will soon start. <http://www.insideindianabusiness.com/story/36410318/indot-discusses-timeline-for-north-split-overhaul>

### **Downtown Indianapolis' North Split to undergo massive reconstruction project**

FOX 59

Zach Myers

9/19/17

INDIANAPOLIS, Ind. – Expect some major changes for the I-65/I-70 North Split in downtown Indianapolis, one of the most heavily traveled interchanges in the state. The Indiana Department of Transportation (INDOT) revealed details about upcoming work on the interstate. It will include repairs on deteriorating bridges and pavement upgrades in addition to improvements meant to reduce traffic congestion and increase safety. The project will include the I-65/I-70 interchange, south along I-65/I-70 to Washington Street, west along I-65 to Meridian Street and east along I-70 near the Keystone/Rural Street interchange. "It is probably the most traveled interchange in the state of Indiana," said INDOT Commissioner Joe McGuinness. "We're talking about 170,000 vehicles per day. That's not only passenger vehicles, but also semi trucks. So safety, capacity, and the integrity of the entire stretch is extremely important as we're going forward." The entire North Split interchange will be completely reconstructed. INDOT officials said the interchange was built 50 years ago and is "nearing the end of its useful life." The North Split interchange accommodates approximately 170,000 vehicles daily and is operating at full capacity. The agency said the North Split does not meet current design standards. Although the total cost of the project is not yet known, one estimate based on current construction costs was around \$250 million. <http://fox59.com/2017/09/19/downtown-indianapolis-north-split-to-undergo-massive-reconstruction-project/>

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[www.buildindianacouncil.org](http://www.buildindianacouncil.org)